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REPORT

CD NO.

DATE OF INFORMATION 1949

DATE DIST. 13 Aug 1949

NO. OF PAGES 4

SUPPLEMENT TO
REPORT NO.

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1948 RAILROAD OPERATIONS SUMMARIZED

MANY RAILROAD OKRUGS CRITICIZED -- Gudok, No 77, 29 Jun 49

The Ministry of Transportation has reviewed the 1948 financial condition of the railroad okrugs and the condition of commercial operations on the roads.

In comparison with 1947, average daily carloadings in 1948 rose 19.3 percent, the total volume of freight handling exceeded the given assignment by 7 percent, and the cost of operations was reduced by 8.7 percent, leading to savings of more than 800 million rubles. Labor productivity rose 14.6 percent.

However, an analysis of the balance sheets of the okrugs shows that the reserves of the network are far short of being fully utilized. Although the turnover of one car was accelerated by 24 hours in 1948 in comparison with 1947, it still did not reach the established level, for the most part because of excessive delays in stations. The norm for average daily distance traveled by locomotives was not met, unproductive runs were not curtailed, and the plan for average speed including stops was not completed. The necessary order was not adopted in passenger operations. There were shortcomings in the organization of labor and in the expenditures of wages, fuel, electric power, materials, and spare parts. Losses from breakage in operations were great.

Many systems were not able to preserve and use productively the savings received from lowered freight-handling costs. Part of these funds were lost through serious deficiencies in commercial work and through infractions of the railroad code. The situation improved somewhat after commercial operations were separated into an independent branch of the transport economy, but losses are still great.

- 1 -

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The most satisfactory financial results were achieved by the Western and Northwestern okrugs. Railroads of the Western Okrug exceeded the plan for average daily carloadings by 1.8 percent, the plan for average weight of trains by 8 percent, and the plan for expenditure of fuel by 9 percent. The total volume of freight handling exceeded the assignment by 3.5 percent and freight-handling costs were lowered by 7 percent. However, the ministry believes that the lines of the Western Okrug could achieve better results if they would strictly observe a regimen of economy and not permit unproductive expenditures.

While some okrugs, including the overloaded Ural-Siberian and Central okrugs, successfully met the program for acceleration of car turnaround, others failed to complete the program. Turnaround of cars on railroads of the Far-Eastern Okrug was slowed by 21.1 hours against the norm and 11.4 hours against the 1947 figure. Empty runs and delay of cars in freight operations increased considerably. The program for average speed including stops was not completed.

Large financial losses were caused by the failure of some roads to meet the schedule for train movements. Primorskiy Okrug lost a large part of its revenues through failure to meet its schedules.

During 1948, railroads of the Urals and Siberia considerably exceeded the previous level of operations, completing the plan for freight handling and car turnaround. However, the financial results were not as good as might be expected. The Ural-Siberian Okrug increased freight-handling costs by 2 percent for the most part because of high breakage in operations, repair of rolling stock, and poor organization of labor, which led to excessive overtime pay; 184 enterprises of the okrug operated at a loss.

Although transport as a whole successfully completed the program for fuel economy and saved 2,350,000 tons of coal, the possibilities were still not fully exploited. In the Ural-Siberian Okrug, 44 percent of the locomotives allowed overburning.

The poor state of affairs in many commercial services caused the roads of the Central Okrug to eat up all the savings received from lowering freight-handling costs. In the stations of Vspol'ye, Perovo, Kochetovka, Gorkiy, Kirov, Bryansk, Lyublino, and Losinoostrovskaya, commercial operations were not reorganized, personnel was not trained, and no effort was made to avoid infringements of the railroad code. Cargo losses resulted from damage to cars in shunting operations, especially in hump yards. The heads of the various railroad systems - Machukhenko (Moscow-Bryansk), Trachenko (Moscow-Kurak), and Skverisov (Moscow Outer Belt Line) - and the heads of the commercial services have been directed to improve these conditions.

The railroad systems of the Donets, Volga, and Ural-Siberian okrugs permit serious violations of the use of working capital. In the Donets Okrug, surplus supplies rose by 17.8 million rubles' worth. The turnover of working capital was slowed by 1.7 days.

Many systems are lagging in fulfillment of capital construction plans and full utilization of funds. Systems of the Southwestern Okrug completed only 85 percent of their construction program, and only 74 percent of the plan for putting completed projects into operation. Expenditures for unfinished projects increased by 5.8 million rubles.

Various systems were not able to recover the income which might have been derived from better organization of passenger service. Lines of the Caucasus Okrug completed only 79.3 percent of the 1948 passenger traffic plan, thereby losing more than 20 million rubles of revenue. The Azerbaydzhan and Ordzhonikidze systems were especially backward.

- 2 -

SECRET

SECRET

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MECHANIZATION INCREASED ON LITHUANIAN RR -- Sovetskaya Litva, No 151, 29 Jun 49

In the Lithuanian Railroad System, the level of mechanization of loading and unloading operations in 1948 was 41.7 times the level of the first year of the present Five-Year Plan. Equipment now in use or planned for use in freight yards of the system includes railroad jib cranes and portable cranes for handling containers and freight such as bricks, automobile and battery powered fork trucks with a capacity from .9 ton to 7.5 tons, small trucks for use inside freight cars, bucket carts, belt conveyors, short (5 meters) light transporters, self-unloading transporters, and car-tippers for unloading coal at transfer points. Trucks will deliver freight from freight yards to consignees.

The level of mechanization on spur tracks of consignees, where the basic loading and unloading operations are concentrated, will exceed that in freight yards considerably. Toward the end of 1950, 80 percent of all loading and unloading on these sidings will be mechanized, with handling of bulk freight (coal, ore, fluxes) being 90-100 percent mechanized.

During 1947, delay of freight cars on sidings of the Lithuanian Railroad System rose more than 500 percent, and fines paid by freight car users amounted to 8.27 million rubles. With this sum 128 automobile cranes, more than 66 mobile railroad cranes, or 1,660 transporters could have been bought. At the beginning of 1948, under the initiative of workers of the Western Railroad Okrug, measures were worked out for radical improvement of loading and unloading operations, introduction of mechanization, and improvement of the condition of spur lines. These measures were confirmed by the Council of Ministers Lithuanian SSR and accepted by the ministries. However, various ministries did not fully carry out the measures, and as a result allowed a huge number of delays. Most guilty were the republic office of "Zagotzerno" (Grain Procurement) (head, Grushas), the administration of "Litovenergo" (Lithuanian Electric Power) (head, Yegorov), and the Ministry of Construction Materials Industry (Minister, Lyubimtshev). These organizations allowed delays 150 percent above the norm, for which 10.5 million rubles in fines were paid.

ESTONIAN RR TOFS 1950 LEVEL -- Sovetskaya Estoniya, No 149, 26 Jun 49

The Estonian Railroad System completed the half-year carloading plan on 23 June and exceeded the level of carloadings planned for 1950 by 14 percent.

OCTOBER SYSTEM REPORTS SUCCESS -- Leningradskaya Pravda, No 149, 26 Jun 49

During the first 5 months of 1949, the October Railroad System handled 3,299 heavy trains, saved 40,000 tons of fuel, exceeded the plan for carloadings, accelerated the turnaround of locomotives, and raised the volume of freight handling by 10 percent in comparison with the corresponding period of 1948.

However, the program for accelerating the turnover of working capital lagged. The Finland Freight Station in Leningrad and the Okhta, Bolshoye, and other stations did not meet their obligations in regard to turnaround of rolling stock.

- 3 -

SECRET

SECRET

SECRET

SECRET

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NEW EQUIPMENT FOR Leningrad-VITEBSK SECTION -- Leningradskaya Pravda, No 153, 1 Jul 49

Technological innovations have made it possible for the Leningrad-Vitebsk Section of the Leningrad Railroad to improve its operations. Equipment has been installed at the Vitebsk Marshaling Yards for cleaning locomotive fire tubes which considerably speeds up this cleaning job. Seven locomotives have been equipped with radios for direct communication between engineers and dispatchers.

Relay electric centralization of switches is now in use at the Volkovskaya Station. Switching is now entirely automatic, whereas before it was done by hand.

Leningrad Station Honored -- Leningradskaya Pravda, No 147, 24 Jun 49

The Main Passenger Administration of the Ministry of Transportation has awarded first place in the May all-Union competition for railroad station workers to the Finland Station in Leningrad. The station operates 32 ticket windows, with 45 on Sundays. Two round-trip trains of the suburban express operate between the station and Zelenogorsk.

The Moscow Station in Leningrad won third place in the competition.

Ryazan'-URAL RR REPORTS SUCCESS -- Gudok, No 82, 10 Jul 49

During May, 1,178 trains were handled by high-speed methods, in the stations of the Ryazan'-Ural Railroad System, and in June 1,478 trains were handled by high-speed methods, achieving a saving of 62,730 car-hours.

ECONOMICAL SUBWAY CAR DESIGNED -- Vechernyaya Moskva, No 148, 23 Jun 49

Designers of the Mytishchi Railroad Car Building Plant, Moscow, have developed a new type of car for the Moscow Subway. The car is more economical to operate and consumes 90,000 kilowatt-hours less electric power per year than the cars now used. The first test cars will be completed by 7 November.

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- 4 -

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